



2011-12 2500/3500 Dodge 5" Lift Kit Drop Brackets

Thank you for choosing Rough Country Suspension for your Off Road needs.

Rough Country recommends a certified technician installs this system. In addition to these instructions, professional knowledge of disassemble/reassembly procedures as well as post installation checks must be known. Attempts to install this system without this knowledge and expertise may jeopardize the integrity and/or operating safety of the vehicle. Average professional install time for this kit is 4-6 hours.

Please read all the instructions before beginning the installation. Check the kit hardware against the kit contents list on the last page. Be sure you have all the needed parts and understand where they go.

Product Use Information

As a general rule, the taller a vehicle is the easier it will roll. We strongly recommend, because of rollover possibility, that the vehicle be equipped with a functional roll-bar and cage system. Seat belts and should harnesses should be worn at all times. Avoid situations where a side rollover may occur.

Also check the steering stabilizer. It is a good idea when adding larger than stock tires to go with a larger bore steering stabilizer or a dual unit for tires 35" and above. Inspect the stabilizer and replace as necessary.

Braking performance and capability are decreased when significantly large/heavier tires and wheels are used. Take this into consideration while driving.

Do not add, alter, or fabricate any factory or after-market parts which increase vehicle height over the intended height of the Rough Country product purchased. Mixing component brands, lifts, and/or combining body lift with suspension lifts voids all warranties. Rough Country makes no claims regarding lifting devices and excludes any and all implied claims. We will not be responsible for any product that is altered.

The relocation brackets are used to flatten out the angle of the control arms to maintain your factory handling characteristics of the vehicle. These brackets are designed to use with Rough Country's 5" Dodge 2500/3500 kit using factory control arms or adjustable arms at factory lengths.

This suspension system was developed for 37x12.50 tire on an aftermarket 17" x 9" or 20" wheels with a minimum of 5" back spacer. When larger tires are installed, speedometer recalibration is necessary. Due to ride height inconsistencies from the factory you may need to slightly trim the front plastic valance for proper tire clearance.

This kit can also be used a 3500 single rear wheel truck. Use of this kit on a dual rear wheel pickup is not recommended. Block and u-bolt combinations may vary with 3500 models.

On vehicles equipped with a two piece driveshaft & carrier bearing as on the Mega Cab, there is the potential for take off vibration, depending on the severity this can be corrected with shimming down the carrier bearing. Carrier bearing drop kit Part # 1110 is available from Rough Country. Also 2500/3500 trucks with factory overload springs the overload will have to be removed for new block and u-bolt installation.

Notice to Dealer and Vehicle Owner

Any vehicle equipped with any Rough country product must have the "Warning to Driver" decal installed on the sun visor or dash. The decal is to act as a constant reminder for whoever is operating the vehicle of its unique handling characteristics. **INSTALLING DEALER—It is your responsibility to install the warning decal and to forward these installation instructions to the vehicle owner for review and to be kept in the vehicle for its service life.**

Tools and Supplies Needed to Install Kit

1. Torque Wrenches	8. Pitman Arm Puller
2. 1/2" Drive Ratchet and Sockets	9. Hammers
3. Assorted Combination Wrenches	10. C-Clamps
4. Heavy Duty Jack Stands	11. Center Punch
5. Hydraulic Floor Jacks	12. Rubbing Alcohol
6. Channel Locks	13. Safety Glasses
7. Anti-Seize Compound	14. 7/16" Drill Bit

FRONT SUSPENSION INSTALLATION

1. Secure and block the rear tires of the vehicle on a level concrete or asphalt surface
2. Open the hood and remove the shock nuts, retaining washers and rubber bushings from both upper shock mounts located inside the engine compartment using a 18mm wrench. The shocks will be removed when the coils are removed.
3. Remove the track bar bolt on frame side using a 21mm socket. Then raise vehicle and remove tires and wheels using 22mm socket
4. When raising vehicle using a jack or lift do not place lift arms or jack stands on frame between lower control arm and transmission cross-member. This is done so new parts can be installed. **See Photo 1**



Photo 1



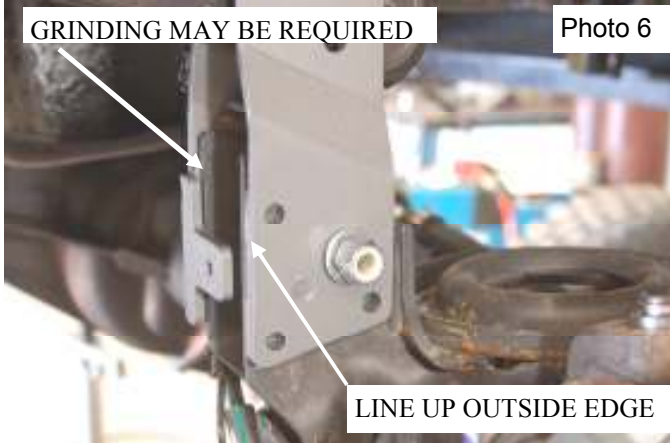
Photo 2

5. On both sides of the vehicle, scribe alignment marks on the adjustable cam bolt for later reference. **See Photo 2**
6. Remove the four bolts from the sway-bar mounts on frame using 15mm socket. **See Photo 3** Loosen the stock upper sway bar link hardware, this will help the sway-bar swing down out of the way.
7. Using a 13mm socket remove brake line bracket from axle on driver and passenger side. Disconnect drag link from pitman arm using a 21mm wrench retaining factory hardware. Use a hammer to strike the end of the pitman arm breaking loose the taper. Next remove the stock nut and lock washer holding on the pitman arm. Using a pitman arm puller carefully remove the stock pitman arm.
8. Using a 21mm socket remove the lower shock bolts.
9. Raise vehicle up and remove coil springs and shocks.



Photo 3

10. On passenger side remove upper control arm bolt on axle side using a 21mm socket and wrench. Remove bolt from lower control arm on frame side using a 21mm wrench and a 1 1/16 socket. Placing a jack under passenger side on axle slowly move axle forward until upper control arm can be move above axle **See Photo 4**
11. Install the supplied sleeve then install upper control arm bracket using the supplied 9/16 x 5" long bolts, washers, and nuts. Make sure new bracket and old upper control arm mount are straight with one another then tighten bolt using a 21mm and a 22mm wrench. **See Photo 5, 6, 7.** On some models grinding is required on the factory upper control bracket edge. **See Photo 6**



12. Using a 24mm socket remove brake caliper bolts and hang caliper out of the way. **See Photo 8** Using control arm drop bracket as a guide drill all six holes using a 7/16 drill bit. Install the 7/16 x 1.5" long bolts, washers, and nuts into drilled holes. Tighten bolts using 5/8 and a 11/16 wrench. **See Photo 9**



13. Reinstall the brake caliper with stock hardware using a 24mm wrench to tighten

14. Install the supplied flag nut into slotted hole behind body mount. **See Photo 10** Install lower control arm drop bracket using supplied 5/8 x 4.5" long bolt, nut, and washer. Use the 1/2 x 1.5" bolt, washer, and nut for rear of drop mount. **See Photo 11** Install lower and upper control arms into pockets using stock hardware. Tighten 1/2 bolt using a 19mm socket and wrench, and tighten the 5/8 bolt using 24mm wrench and socket. Do not tighten lower and upper control arm pivot bolts at this time.



15. Install Rough Country coil spring and shock absorber part #658732 at this time using stock hardware for lower and supplied bushings, cups washers, and nut for the upper. Use a 14mm wrench for upper shock nut and a 21 mm socket for lower shock bolt.
16. The use of a coil spring compressor may be required for installation
17. Lower the axle until the spring can be seated in the mount. Check to be sure the wrap on the coil spring in relation to the lower mount properly seats the spring by turning the coil spring until it seats.
18. Repeat steps 8-17 on the driver side
19. Install the new pitman arm into the stock sector shaft using stock hardware and torque to 185 ft/lbs.
20. Place the track bar bracket on the factory upper track bar mount. Insert the supplied 3/4" x 1 3/8" long sleeve inside the factory mount and line it up with the mounting hole. **See Photo 12.** Install the supplied 16mm x 80mm bolt and nut through the bracket, sleeve and factory mount. Tighten slightly.
22. Install the 12mm x 3" bolt through the bracket and slotted existing hole in the frame cross member. **See Photo 13.** The bolt should be installed from the bottom. Install the supplied square washer and lock nut. Tighten track bar hardware. The track rod will be installed into the new mount after the vehicle is on the ground.



23. Reinstall the drag link onto the pitman arm using stock hardware.

24. Install the sway bar drop bracket as shown in **Photo 14** and secure to the frame using the factory hardware. Tighten with a 18mm wrench.
25. Install the sway bar to the new bracket with the supplied 7/16" x 1 1/4" bolts, flat washers and nuts. **See Photo 15.** Tighten using a 9/16" socket and wrench. Tighten the stock upper sway bar link hardware.



26. Install the tires / wheels. Lower vehicle to the ground.
27. Install the track rod in the new bracket using the supplied 16mm 80mm Bolt and lock nut.
28. Using a 13mm socket install brake line bracket to axle on driver and passenger side
29. Torque the fasteners to the following specifications:
 - Lower suspension arm cam nut.....110 ft/lbs
 - Lower suspension arm rear nut.....88 ft/lbs
 - Upper suspension arm axle nut.....89 ft/lbs
 - Upper suspension arm frame nut.....62 ft/lbs
 - Track Rod Bolt.....110 ft/lb

REAR INSTALLATION

1. Secure and block the front tires of the vehicle on a level concrete or asphalt surface.
2. Raise the rear of the vehicle and support the frame with jack stands. Remove the rear wheels and tires and set aside.
3. Un-couple the e-brake cable on the drivers side of the vehicle. **See Photo 1.**
4. Remove the cable from the body mount using pliers to release the cable clips as shown in **Photo 2**



5. Remove the cable and place the supplied drilling template in place, making sure the template has the new hole placed directly below factory hole. The template may be tapped in place. **See Photo 3**
6. Drill the new hole as shown using a 9/16" drill bit. **See Photo 4.**



Photo 3



Photo 4

7. Install the e-brake line bracket on the e-brake line as shown in **Photo 5**, making sure the bracket snaps into place.
8. Install the supplied brake line bracket as shown in **Photo 6** with the supplied 1/2" x 1 1/2" bolts, flat washers and lock nut. Tighten using a 19mm wrench / socket.



Photo 5



Photo 6

9. Install the supplied e-brake extension bracket as shown in **Photo 7**.
10. Place a floor jack under the center of the axle, and remove the stock u-bolts.
11. Remove the stock shocks.
12. Lower the axle down away from the springs, to allow clearance for the block. Make sure you do not overextend the brake lines. Install the block between the leaf spring and the spring seat. Be sure that the center pin is seated in the spring seat, and the tallest end of the block is facing the rear of the truck. Repeat on opposite side.
13. Jack up the axle to compress the blocks onto the spring. Make sure the center pins are aligned.
14. Keeping the floor jack underneath the axle, install the u-bolts and torque to 90 ft.lbs.
15. Assemble the new shock absorbers part # 658704 with bushings/sleeves and install on the vehicle.
16. Install the wheels / tires. Jack up the vehicle and remove the jack stands.
17. Lower the vehicle to the floor.



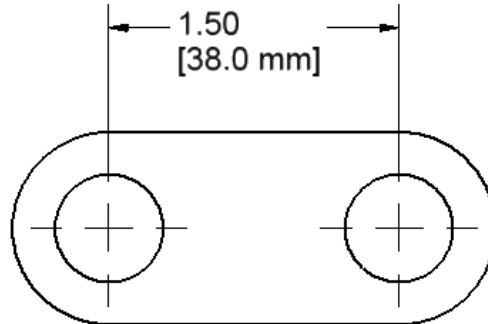
Photo 7

Kit Contents:	Poly Bags:	
2-Coil Spring 1-Front Track Bar Bracket 2-Front Sway Bar Brackets 1-Pitman Arm (6616) 2-Rear Lift Block 4-Rear U-bolt 2-Front Shock Absorber (658732) 2-Rear Shock Absorber (658704) 2-Upper Control Arm Drop Bracket 2-Lower Control Arms Drop Bracket	1348Bag2: 2-16mm Locknut 2-16mm X 80mm Bolt 1-12mm Flange Locknut 1-12mm X 80mm Bolt 1-Square Track Rod Washer 4-7/16" X 1 1/4" Bolt 4-7/16" Lock Nut 8-7/16" Flat Washer 1-1/2" x 1 1/2" Bolt 1-1/2" Lock Nut 2-1/2" Flat Washer 1394Bag5: Shock Bag 6-Shock Sleeves 4-Stem Bushings 4-Bushings retainers	1342Bag1 2-14mm x .875 x 2.35 Sleeves 2-9/16" x 5" 4-9/16" Nylocks 2-9/16" Washers 12-7/16" x 1.5" Bolts 12-7/16" Nylocks 24-7/16" Washers 1342Bag2 2-5/8" x 4.5" Bolts 2-5/8" Nylocks 4-5/8" Washers 2-1/2" x 1.5" Bolts 2-1/2" Washers



Thank you for choosing Rough Country Suspension for your Off Road needs.

DRILLING TEMPLATE



POST INSTALLATION INSTRUCTIONS

Check all fasteners for proper torque. Check to ensure there is adequate clearance between all rotating, mobile, fixed and heated members. Check steering gear for interference and proper working order. Test brake system. Perform steering sweep. Check to ensure brake hoses have sufficient slack and will not contact rotating, mobile, or fixed members, adjust lines/brackets to eliminate interference and maintain proper working order. Failure to perform inspections may result in component failure.

Re-torque all fasteners after 500 miles. Visually inspect components and re-torque fasteners during routine vehicle service.

Readjust headlights to proper settings.

It is the buyer's responsibility to have all bolts/nuts checked for tightness after the first 100 miles and then every 1000 miles. Suspension components every 3000 miles.